

tions held by them were remarkably well selected. The "cease fire" sounded a little before six and, we believe, the decision arrived at was that an attack on the Peak from the south side of the Island would be quite hopeless of success.

The General with his Staff viewed the operations and afterwards expressed himself as highly pleased with the keenness shown by the citizen soldiers. The following officers acted as umpires: Colonel Fraser, R.A., Major McMahon, R.W.F., Major Cole, A.S.C., Captain Mould, R.E., and Captain Berger, H.K.R.

At the conclusion, the Volunteers formed up at the Tram Station and Major Chapman gave permission to the gunners to select their own road down to Head Quarters. Lt. Slade, who last year had tried the Peak road, when he had to men on his gun, wisely elected to take the Magazine Gap road, which, though longer is decidedly the easier. Some of the more venturesome, under Lt. Armstrong and B.S.M. Kennet, assayed the steeper one and had quite a job holding back their guns, one gun did take charge and precipitated a gunner over the cliff, but with the exception of a slight gravel rash on the face and knees, he sustained no damage. The Sikhs had their guns taken up and brought down for them.

HONGKONG VOLUNTEER CORPS.

The following extracts from the reports of the camp of instruction are taken from the report which appeared in Saturday's Gazette:—REPORT FROM THE COMMANDANT, TO THE D.A.A.G.

Out of a total strength of 24 Officers, 282 N. C. Officers and men, and 11 unenrolled boys, 21 Officers, 241 N. C. Officers and men, and 10 boys attended the camp of instruction, for periods varying from 10 to 15 days, between the dates 20th to 30th October, 1899.

Conduct.—The behaviour in camp was all that could be desired. The attendance at drills was good throughout, and thorough attention paid to the instruction given.

The shooting of the Field Battery was good and great attention was paid to fire discipline, which showed a marked improvement towards the end of the camp.

In the Machine Gun Companies as much time as possible was devoted to gun drill and fire discipline. Gun practices were held on three separate occasions with instructions in clearing jams, &c.

"A" Machine Gun Company shot well and showed a good knowledge of fire discipline.

In the competition at the end of the course held at Lai-Chi-Kok on Saturday, the 28th October, the following marks were obtained. The target consisted of 33 targets of varying sizes representing a column advancing with its front covered by skirmishers. Range about 950 yards.

"A" COMPANY.

Targets hit 24

Hits on targets 162

Marks for fire discipline 40 out of 50

"B" COMPANY.

Targets hit 23

Hits on targets 145

Marks for fire discipline 25 out of 50.

"C" COMPANY.

Targets hit 15

Hits on targets 128

Fire discipline 25 out of 50

From the above it will be seen that "A" company proved itself the best at shooting and fire discipline, but I consider that "B" and "C" companies also did extremely well taking into consideration that they have only been formed during the last 6 months.

These two companies show the greatest interest in their work and I have small doubt but that in the course of the next year they will be on an equal footing with "A" Company.

Infantry.—The Infantry Company being rather few in numbers were combined for drill purposes with the "E" Engineer Company, which is similarly armed with rifles. I consider that the Infantry Company will in the course of the next year become a most efficient unit. They are under the instruction of a very able Non-Commissioned Officer from the Royal Welch Fusiliers and show the greatest interest and keenness in their work. A large number of the men of this Company are old Volunteers, having served in Volunteer Battalions in England and elsewhere.

Report on the instruction of "E" Engineer Company by Lieut. Bagwell-Wilde, R.E.

They were instructed in their duties as Infantry with "D" Company and were most assiduous and painstaking. They showed a most marked improvement by the end of the course.

A recruits course of musketry was carried out by all units but owing to the small amount of S.A. Ammunition allowed to the Corps in Part I, Schedule 1, of the Volunteer Regulations a further course could not be carried out. I would suggest that the allowance of S.A. Ammunition should be in future provided on the following scale:—

Per recruit 28 rounds

Per efficient 75 rounds

This does not alter the present rate, per efficient, but is merely asking for an allowance for recruits, there being no such provision at present.

On the 25th October a night attack was made on the camp at Stonecutters and afforded the officers and men very useful instruction. I attach a report from Major A. Chapman, O. C. Field Battery.

LIEUT. BAGWELL-WILDE'S REPORT ON THE ENGINEERS.

Engine Drivers.—No. enrolled, 10; No. of attendances 114; No. of practices, 19; average percentage of attendances 75.8; No. qualified, 41. The number includes one officer. One man commenced on the fifth practice.

Electricians.—No. enrolled, 10; No. of attendances 91; No. of practices, 13; average percentage of attendances 77.8; No. qualified, 7. One man never attended at all. One man commenced on the ninth practice.

All those in this table marked as qualified are capable of taking charge and working any portion of the defence lights under the supervision of one R.E. Non-Commissioned Officer who would be in charge of one section.

The course has consisted of practice in running the lights and in lectures on the principles of working.

The Engine Drivers are by far the best all round.

Lieutenant Mitchell has been through a course of Engine Driving and has had practice in directing the lights from O.C.S.M.'s Station. He will also be put through a course of Electric Lighting.

The 2 Non-Commissioned Officers (Sergeant Graham, Electrician, and Corporal Warwick, Engine Driver) have done very well, and have the highest opinion of them in every way.

At present no qualification reports have been issued. It is proposed to do this shortly.

After a man is qualified he will have to attend, if an Electrician, 1 practice every 2 months, if an Engine Driver, 1 practice every 6 months.

As a Company, I think that they will be invaluable to us on mobilization as we shall be able to depend on them for relief on the Electric Light work.

REPORT OF MAJOR CHAPMAN.

Sir,—I have the honour to report on the work of the Field Battery during the recent camp of instruction at Stonecutters Island.

2. The Camp opened at 5 p.m. on Friday, October 20th, and closed at 8.30 a.m. on Monday, October 30th.

3. I attach a statement of the various drill and parades during the Camp.

4. Gun practices took place on Wednesday, 25th, from Stonecutters' over a Sea range, and Saturday, 28th, over a Land range from a point near the old Customs Station at Lai-Chi-Kok.

5. Instruction in gun-laying was given daily, and evoked great interest and much competition. A very marked improvement has latterly taken place in laying. The excellent results of the course of instruction were to be observed at the practice on 28th, when the laying could hardly have been better. Six additional men qualified as gun-layers during the Camp.

6. The Battery formed part of the defence during the attack on Stonecutters' Island and the Mine Fields on the 28th, and displayed great keenness in the operations and intelligence in carrying out the various orders.

7. During the very limited time set apart for the Battery, 33 men were put through the Recruit's Course of Musketry.

8. The attendance was exceedingly good; out of a total strength of 85 of all ranks, no less than 87 were present in camp for periods varying from 3 to 10 days.

9. The average daily attendance was 60.

10. The conduct of the Battery was excellent.

11. I wish to record the indebtedness of the Battery to the Adjutant, Captain Blundell, A. It was principally due to that Officer's example and his untiring energy that the success of the camp was assured.

REGATTA NOTES BY OARSMAN.

The Regatta is now close at hand and training has been very brisk for the last three weeks, with the exception of one or two the crews are doing fairly well. For the Chairman's Challenge Cup 5 crews have entered, viz:—

Kornblume. Rose.

E. Herbst (Capt.) J. A. Fredericks (Capt.)

J. Hance A. E. Asgar

J. Miller O. J. Ellis

F. M. Pegeim A. Humphreys

A. E. Alves (Capt.) W. A. Stapani (Capt.)

W. S. Bailey H. W. Kennet

J. Watson R. Lapsley

A. J. Mackie D. F. Baine

Shamrock.

A. A. Alves (Capt.)

C. E. Hance

F. H. Hyndman

H. A. Seth

The above are very evenly matched and there is very little to choose between them. The *Leek* stroked by A. E. Alves seems to be the strongest crew and should win this race, but I fear *Kornblume* will give the *Leek* a very hard race for first honours. I regret to see the *Shamrock* stroked by A. A. Alves, winner of '97 and '98 has only been out three times since the crews were picked. This crew may win a few weeks ago but now I am afraid that bow and No. 2 (who are the weak men in the boat) will not be able to last the distance. If they intend to win this race they must stick in hard and do justice to stroke, still there is no reason why this crew should not win. (Luck in Alves, strength might do it.) The *Rose* has been doing very well lately but No. 3 is weak. I was informed that H. W. Kennet has very kindly, promised Stapani, to row in the *Thistle* in the place of Machado. If this is so, the sooner this crew starts training the better, as I believe they need a lot of hard work to put themselves into form.

Ladies Prize.—I hear that there will be no fewer than three crews from the V.R.C. entering for this race. They will be stroked by Armstrong, Herbst and Alves, and with one race should be a very interesting one, as in my opinion, the crews are very evenly matched.

The Lusitano Cup is to be rowed for, under the same conditions as those of last year. Five crews have entered for this race, viz:—

Rose. Shamrock.

A. E. Alves (Capt.) A. A. Alves (Capt.)

Albert Ellis C. E. Hance

F. M. Ferreira A. Humphreys

F. D. Bain J. C. Logan

E. Smith (Cox) H. Kennet (Cox)

J. A. Fredericks (Capt.) W. A. Stapani (Capt.)

A. E. Asgar R. Lapsley

F. H. Hyndman F. Garrett

G. Rapp H. A. Seth

F. Lammert (Cox) H. M. Bain (Cox)

Kornblume.

E. Herbst

J. Hance

I. Miller

A. Mackie

F. Hite (Cox)

International Challenge Cup.—It certainly looks as if only Scotland and Portugal will be represented in this race. Surely in a British Colony, there should be no difficulty in getting together an Irish or an English crew. I am sure that if they wished, they could put up very strong entries. A very good English crew could be made up of the Brothers Hance, A. Humphreys, J. Danby, or Kennet. The Scotch boat will consist of Armstrong (stroke), McMurtrie (3) Stapani (2) and Ellis (bow) and the Portuguese boat A. A. Alves (stroke), A. E. Alves (3), A. Lorraine (2) and F. H. Hyndman (bow). No. 4 of the Scotch boat is a new man but he pulls a very strong oar and is a promising oarsman, the other three are doing exceedingly well. No. 2 of the Portuguese boat is a raw griffin, but he is being carefully coached by the Brothers Alves, who think he will substitute Machado very well. Bow is rowing a weak oar this year and is very lazy. I hear that stroke is very much disgusted with him. I am afraid this man will give great disappointment to those interested in the race. I do not think he will be able to show the form he did last year and doubt very much whether he will be able to last the distance. If the Portuguese mean to win, they must buck bow up, otherwise it will be a walk over for the Scotch.

For the German Cup (which is to be an open race) I believe the same crews as for the Ladies Prize will compete.

I have nothing more to say in the meantime, probably in my next I shall be able to name the winners.

The Royal Engineers have amalgamated the two companies and are putting in a very strong crew for the military race, and are training both night and morning.

OARSMAN.

SOUTH AFRICAN WAR.

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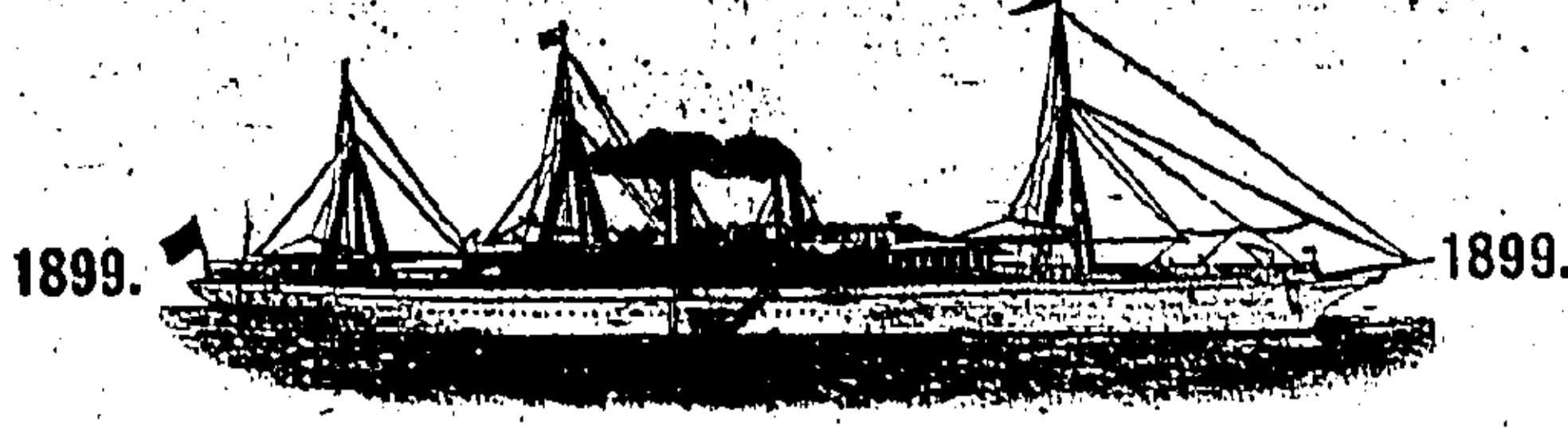
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TOSA MARU..... H. Fraser	YOKOHAMA (DIRECT)	WEDNESDAY, 13th Dec., at 4 P.M.
RIOJUN MARU..... J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	THURSDAY, 14th Dec., at 4 P.M.
HAKATA MARU..... F. L. Sommer	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 15th Dec., at Noon.
KAGOSHIMA MARU..... R. Nunome	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
FUTAMI MARU..... J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG.....	HAVRE and HAMBURG.	14th Dec. Freight and Passage.
*CHRISTIANSEN.....	(LONDON with transhipment in HAMBURG)	About 7th Dec. Freight and Passage.
*SARNIA.....	HAVRE and HAMBURG.	About 15th Dec. Freight and Passage.
*FUCHS.....	(LONDON with transhipment in HAMBURG)	About 15th Dec. Freight and Passage.
*AMBRIA.....	HAVRE and HAMBURG.	About 20th Dec. Freight and Passage.
*BURMEISTER.....	(LONDON with transhipment in HAMBURG)	About 20th Dec. Freight and Passage.
*WITTENBERG.....	HAVRE and HAMBURG.	About 30th Dec. Freight and Passage.
*MADSEN.....	(LONDON with transhipment in HAMBURG)	About 30th Dec. Freight and Passage.
*SILESIA.....	MARSEILLES, HAVRE & HAMBURG.	About 30th Dec. Freight and Passage.
*BEHRENS.....	(LONDON with transhipment in HAMBURG)	About 30th Dec. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a
Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu)

Wednesday, 3rd Jan.,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu)

Saturday, 27th Jan.,
1900, at Noon.

HONGKONG MARU (via
Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu)

Thursday, 22nd Feb.,
1900, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
WEDNESDAY, the 3rd January, 1900, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNION PACIFIC, DENVER and
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY, also the CANADIAN PACIFIC
RAILWAY on payment of 24 in addition to
the regular tariff rate.

NURSES FOR SOUTH AFRICA.

Mrs. Richard Chamberlain and Miss Amy Chamberlain, sister-in-law and niece to Mr. Joseph Chamberlain, who have gone out to assist in nursing the sick and wounded, have neither of them had any special training, but both have proved themselves good nurses. Their original idea had been to proceed to Vryburg, and, though not Roman Catholics themselves, to help the nuns in that town. But now it is very probable that they will just go where their help is most needed.

INDIAN REFUGEES FROM THE TRANSVAAL.

The Clan Line steamer *Clan Graham*, which arrived in Bombay on the 11th November from Delagoa Bay, brought 873 refugees—769 men, 11 women, 29 boys, 10 girls, and 14 infants. Their story is that they were ordered by the authorities in the Transvaal to leave Boer territory within a week, and to go to Delagoa Bay, where shipping would be provided to take them to India. Three thousand Indians acted up to this order, but the treatment they experienced at the hands of the Portuguese was undesirable in the extreme. Each of them was possessed of several pounds, and they were robbed of nearly all they had. Their women were ill treated at Koomatipoort, in the Transvaal, and at other places. The remaining Indians will arrive within a short time.

THE RANGOON OUTRAGE CASE.

The orders of the Government of India have now been issued in respect to the conduct of the civil officers who were concerned in the recent Rangoon outrage case. Of the apathy and negligence displayed by them in the investigation of the case it was known that the Government proposed to take serious notice, and an expression of severe censure from the Government of India has been conveyed to the Commissioner of the Pegu Division, the Commissioner of Police, Rangoon, the Cantonment Magistrate and the District Magistrate.

STRANGE FATALITY AT RANGOON.

G. H. Sibery, third officer on board the B. I. s.s. *Ellora*, which lies moored to the floating buoy, committed suicide this morning by shooting himself through the head. The second officer, Mr. Burgess, who witnessed the act, said that the accused who had been on shore that night, returned on board at 4.30 a.m. He was perfectly sober and went into his cabin and undressed. Mr. Burgess followed him and the deceased who was in his singlet and pyjamas, asked him to split a soda. Mr. Burgess agreed, and they sat down and talked about English history. While this conversation was going on, the deceased got up from his chair and took a Snider carbine from the rack. Burgess heard him open and shut the breech block but did not know until afterwards that he had loaded the weapon. Sibery then pointed the carbine at Burgess's head and said he would shoot him. Burgess laughed and told him that he ought to shoot a better man. "Upon which," said Burgess, "he fired, and I instantly put the muzzle to his forehead over the left eye pulled the trigger. Sibery was killed on the spot, the whole of the forehead having been blown away and there being a large hole in the top of the skull. A large portion of his brains was found in a corner. The ball after striking the roof rebounded and went out through the door, cutting a groove in which a man might place his finger in the starboard rail. The cabin, it should be stated, was situated in the centre of the deck. Burgess then rushed out and called the chief officer. The deceased, who was 24 years of age, was, we believe, an old Conway boy. Not a suspicion was entertained by any one on the ship that the deceased was wrong in his head, but some days before his death he said to one of the officers that he should like to know what sort of wound a bullet would inflict, and that he should like to see the wounds inflicted on our men in the Boer war. Mr. Burgess evidently had a narrow escape. It may be that the unfortunate officer did not know that the carbine was loaded and supposed he was fooling about with an empty weapon. Later in the inquiry held by the Western magistrate, Mr. Burgess said that the deceased was a rather a reserved man. He used sometimes to talk about his responsibilities, having a niece dependent on him. The only reason witness could give for the deceased's act was that he used to have fits of depression and was very much disappointed because he was unable to go home. Witness's statement to the magistrate slightly differed from the report he made to the police. In court he said that after deceased had levelled the weapon at him and he had pushed the muzzle away with his hand and told him to shoot a better man, that he then saw deceased raise his hand to the shelf, go through motions of loading and then placing the muzzle of the carbine to his forehead, raise it to a horizontal position and fire. Witness thought at first that deceased had fired over his shoulder to startle him, until he saw the blood and the body fall forward.—*Rangoon Times*.

GOLD MINING ON THE GOLD COAST.

In the report of the Colonial Secretary of the Gold Coast on the colony for the past year reference is made to the growth of the mining industry. Many experienced men with capital have embarked on it, and in regard especially to gold mining the prospects are said to be excellent. Experts with experience in the Transvaal goldfields say that the banket reefs of the Gold Coast are similar, but of a higher grade to those of the Transvaal. In the western province there are, it is estimated, about 20 miles of banket formation, and if this area were treated in the same way as similar land in Johannesburg it is believed it would contain 13 million tons of reef, from which gold to the value of 40 millions sterling could be extracted in ten years, with 1,350 stamps and the cyanide process, yielding a profit of one million and a quarter sterling per annum. This would necessitate an initial investment of two millions sterling, and the area is such that 40 companies could work simultaneously. But none of these mines could be worked at the profit mentioned here until the railway now in course of construction is completed, and most of the existing companies are only waiting for this to begin work on a large scale. At present the cost of transport ranges from £18 to £50 per ton, and the impossibility of getting up suitable stamps and other machinery prevents the proper working of the mines, but this serious obstacle would disappear with the opening of the railway. In spite of the difficulties, cases are mentioned of companies which have already been very successful.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Bingham, J. E.
Baker, A. M.
Cobb, Miss Z.
Blum, G.
Bird, E. G.
Bachmann, Mrs. E.
Blingham, Mrs.
Bewick, P. M.
Boully, Miss
Bandarera, H.
Barton, W. T.
Buckendoff, A.
Busch, Mrs. C. M.
Bordoff, H.
Bowley, C.
Brown Bros., N. P.
Brett & Co.
Blew, T. B.
Bryant, C. J.
Buckley, P.
Butt, W. S.
Cohen, M. C.
Caldier, Miss
Cong, C.
Chubb, A.
Camillo, C.
Cooke, Miss P.
Cooke, D.
Crook, Miss H. C.
Charlis, W. D.
Clarke, Miss M.
Cun Yi, W. S.
Cunningham, A.
Duncan, Mrs. J. A.
Dunbar, A.
Dalton, E. C.
Dale, Yeona, Mons.
Derro, D.
Dorich, A.
Dawtershaw, Mrs.
Dean, J.
Dickie, R.
Francis, Mr.
Finanzki, L.
Ferraia, A.
Fondy, C. F.
Forster, R. C. H.
Foulds, Dr. and Mrs.
T. H.
Fiereman, M. G.
Glaspe, Mr.
Gait, L.
Goetz, L.
Gohde, Mrs. G.
Grünberg, J.
Hart, Miss M.
Harvey, Mrs. C.
Hudgins, Lt. A. K.
Heinszen & Co., C.
Heisch, S. B.
Harrison, W. H. C.
Havitt, Maria
Hold, J. G.
Heward, J. C.
Hutton, S. F.
Haimovitch, E.
Ilijian, S.
Johnston, A. H.
Jackson, H.
Jones, Miss L.
Kunkel, M.
Kamp, J.
Kyangdon, A.
Lambe, W. P.
Lawson, H. L. W.

List of Registered Covers in Poste Restante.
Antonieta, Ferriolo.
Bonamour, P.
Baich, A. W.
Brosse, I. B. de la
Cameron, Wm.
Crawford, J. R.
Cunningham, A.
Chief Engineer Hong Kong Railway
Cumpton, W. H.
Droz, E.
Dahl, L.
Falkmick, S.
Fehiz, Dr.
Faktor, D.
Forsthy, G. G. S.
Fontana, R.
Grimes, J. H.
Harding, W. A.
Heskeith, S. B. (2)
Hooper, G. W. (4)
Hyndham, F. H.
Isral, Elisk
Jorge, J. V.
Jackson, Sergt. C.
Jones, Dr. Fleming
Kalandar Khan

List of Registered Covers for Merchant Ships.
S.S. *Bombay* Commander.
S.S. *Changsha* C. Moulie.
S.S. *Calcutta* J. Williams.
S.S. *Carlsruhe City* Geo. Croll.
S.S. *Dionide* J. Fleming.
S.S. *Formosa* T. H. Gill (2).
S.S. *Loosok* G. Menzies.
S.S. *Mongkut* James Roberts.
S.S. *Patroclus* D. Pritchard.
S.S. *Patroclus* W. R. Wigmore.
S.S. *Paranang* Chief Engineer.
S.S. *Strathgyle* Capt. T. G. Cumming (4).
S.S. *Sungkiang* C. A. Howard.
Ship *Shila* Fielding.
S.S. *Tsinan* Capt. Anderson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Andow, Bayern.
Childs Hotel.
Calder Bengibb, Collier.
Coyill.
Docholiong.
Goetz Steamship *Chusan*.
Haydenite.
Hohsteeff Mainselwoh.
Kaderbachs.
Khenksee.
Kyoung Cheong—Wenglock Khye.
Kwangchong.
Kyounggumi O/o. Yasslamu.
Mate Ship *Silma*.
Miss Mitchell on board steamer *Shanghai*.
Miss Slade *Prins Heinrich*.
Mohamed Khan.
Morgan Bayern.
Poon.
Quannolung.
Rennie.
Robinson.
Tackeng.
Thienong, Hongkong Hotel.
Turner.
Ward Post Office.
Washing.
Wilbur.
Wissortky.
Wongkum O/o. Chanlyesang 86 Wellington St.
Wong Yen Chon Kuan Thai.
Yanshan.
Ziervogel Germania.

F. VON DER PFORDTEN, Manager in China. Hongkong Station, 8th December, 1899.

SHIPPING REPORTS.

Captain R. Johns, of the steamship *Wanang*, from Wuhu, via Chinkiang, reports:—Light monsoon weather.

Captain J. Riley, of the steamship *Idomeneus*, from Amoy, reports:—Fine clear weather and moderate N.E. winds.

Captain Gordon, of the steamship *Fitching*, from Shanghai, via Amoy, reports:—Light variable winds, dull and overcast weather.

Captain F. Jamieson, of the steamship *Singon*, from Tientsin, via Chefoo, reports:—Moderate wind and clear atmosphere, sea smooth through the passage.

Captain Edward H. Bayly, R.N., of H.M.'s cruiser *Aurora*, from Wei-hai-wel, reports having met H.M.S. *Waterwitch* at Sam Sah on 7th December.

Captain J. S. Roach, of the steamship *Hattan*, from Swatow, reports:—Swatow to Hongkong fine clear moderate monsoon. Vessels in Swatow on 9th inst.:—*Kalgan*, *Haimun*, *Trym*, and *Taisang*.

FRANCE IN AFRICA.

PREPARATIONS TO SEIZE MOROCCO. LONDON, November 2nd. *St. James Gazette* (London) publishes an article dealing with the French policy in Africa. It states, amongst other matters, that France is preparing a strong military expedition to be sent into Morocco with a view of seizing that State.

The French territory in Northern Africa consists of the whole of the seaboard of Algeria, stretching backwards into the country to the south for 1000 miles, and thence indefinitely through the French Sudan. A line has also been drawn south-westward from Algeria, following the coast line of the Moorish tribes, to Senegambia, at Cape Verde. Morocco is included under this boundary, which would give the French a coast line of many hundreds of miles in the Mediterranean Sea and Atlantic Ocean.—*Star*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach; thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—*Advt.*

Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to,

W. STUART HARRISON, Manager. Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1892. [493]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN." Captain Roach, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 11th December, 1899. [15214]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"ARRATOON APCAR." Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 11th December, 1899. [15094]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG." Captain Arnold, will be despatched as above TO-MORROW, the 12th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1899. [15334]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS." Captain Riley, will be despatched as above TO-MORROW, the 12th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th November, 1899. [14334]

FOR MANILA. (Taking Cargo at through Rates for LLOILO and CENU.

THE Steamship

"SALVADORA." Captain Gotsisdo, will be despatched as above on WEDNESDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 9th December, 1899. [15224]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship

"CHINGTU." Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. [14564]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU." Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. [14574]

CHINA NAVIGATION COMPANY, LIMITED. FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANSI." Captain Carnaghan, will be despatched as above on FRIDAY, the 22nd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1899. [15264]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS." Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th December, 1899. [15024]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASAMA." will be despatched for the above Port, about the 27th instant.

To be followed by The Steamship "QUEEN ELEANOR," about the 15th January, 1900.

The Steamship "MORVEN," about the 15th February, 1900.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 8th December, 1899. [15164]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"AFRIDI." will be despatched for the above Port about the middle of January, 1900.

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 5th December, 1899. [15054]

Shipping.

STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED. FOR SINGAPORE.

THE Company's Steamship

"TAICHIOU." Captain Pirroce, will be despatched as above on THURSDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1899. [15244]

CHINA NAVIGATION COMPANY, LIMITED. FOR NINGPO.

THE Company's Steamship

"SZECHUEN." Captain Hall, will be despatched as above on THURSDAY, the 14th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1899. [15254]

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN." of the NORDDEUTSCHER LLOYD.

Captain R. Heintze, due here with the outward German Mail about the 13th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 8th December, 1899. [15944]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA." Captain C. Bellen, will be despatched as above on FRIDAY, the 15th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 9th December, 1899. [15274]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA." Captain F. Mosca, will leave for the above places on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Hongkong, 7th December, 1899. [15104]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE." Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th December, 1899. [15284]

SAILING VESSELS. FOR PHILADELPHIA & NEW YORK.

THE 3/3 A.I.L. American Ship

"ST. MARK." Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK. THE 3/3 A.I.L. American Ship

"REUCE." Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK. THE 3/3 L.L.I. American Bark

"ADOLPH OBRIG." Captain Amshury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 10th November, 1899. [14054]

RIGAUD'S White Violet Extract

This fugitive and delicate perfume is as persistent as an Extract for the handkerchief, while as a Soap and Powder, it has been adopted by the most refined French Society.

10,000 White Violets equal each bottle of RIGAUD'S Extract.

PARIS

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MAZAGON" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

From Persian Gulf, &c., ex S.S. *Kilma*, Goods not cleared by the 13th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 7th December, 1899. [15]

"MOGUL" LINE OF STEAMERS.

STEAMSHIP "AFRIDI" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be

Intimations.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [14]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
"Z."
c/o This Office.
Hongkong, 18th August, 1899. [1048]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
Sole Agents for the East for the distinguished
GEMMY, HUBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES & BICYCLES—PRICE, \$162.
A special reliable Watch made for this climate.
Quality A.....\$12
Quality B.....\$10
40, QUEEN'S ROAD,
Watson's Building.
[21]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.
[15]

IS now in a position, in his new and com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September 1898. [45]

SIEN TING,

SURGEON DENTIST,
No. 10, DAGUANG STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
Owners will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:—
REUCE, American ship, D. Whitmore—Stan-
dard Oil Co.

VISITORS AT THE HONGKONG

HOTEL.

Adams, Mrs. C. Maslovsky, Mr. W. v.
Baker, Mr. J. H. May, Madame & maid
Angus, Mrs. John. Mynster, Mr. J. Y.
Bailey, Mr. W. S. McCrackin, Mrs. and
Baich, Mr. and Mrs. child
A. W. McGill, Mr. W. E.
Baldwin, Mr. and Mrs. McKay, Mr. T. D.
G. F. and maid McLeod, Mr. & Mrs. E.
Baldwin, Master. Nester, Mr. T. S.
Barlow, Mr. H. J. Mills, Mr. S. F.
Benson, Mr. H. C. Newell, Mrs. and 2
Black, Mr. W. M. Misses
Blackburn, Com. R. N. Mitchell, Mr. Chas. J.
Bottenheim, Mr. and Mrs. Morrison, Mrs. F.
Mrs. A. H. Murphy, Mr. E. O.
Branch, Mr. H. Naylor, Mr. C.
Brown, Mr. and Mrs. Nugent, Mr. and Mrs.
D. E. Dan C.
Brown, Mr. J. W. O'Neill, Mr. J. J.
Brown, Mrs. Palmer, Mr. and Mrs. F.
Brown, Mr. E. O. Jumbo, Mr. M. W.
Brusse, Mr. G. T. F. Patton, Mr. B. Lewis
Carter, Mr. A. C. Patton, Miss E. M.
Childs, Mr. C. F. Perry, Mr. J. C.
Clark, Dr. and Mrs. F. Reeves, Mr.
Clement, Mr. and Mrs. Richardson, Mr. and
daughter Mrs. C. E.
Ounifile, Miss Richardson, Miss
Daland, Mr. W. A. Robinson, Mr. G. E.
Davis, Miss Robins, Mr. S. J.
Denroche, Mr. P. C. Rolph, Mr. R. T.
Downey, Mrs. R. H. Savoury, Mr. E.
and Mrs. Minnims, Mr. H.
Drew, Mr. C. H. Siva, Mr. M.
Drum, Miss Skeer, Mrs. and a maid
Farrell, Mrs. and child Smythe, Mr. A. J.
Fucker, Mr. W. Hamilton
Gibson, Mr. & Mrs. Spate, Mr. G.
Gleeson, Mr. and Mrs. Spinnery, Mr. and Mrs.
Goddard, Capt. Stahl, Dr. M.
Gorham, Miss Steger, Mr. M.
Greenleaf, Mrs. & Miss Tobler, Mr. L. W.
Griffin, Major and Mrs. Taylor, Mr. and Miss
Griehagen, Mr. and Mrs. Taylor, Mr. B.
Hall, Mr. R. J. Thomas, Mrs. C.
Hawland, Mr. H. S. Tibbey, Mr. H. M.
Home, Staff-Surg. and Triggabai, Mr. H. S.
Mrs. W. E. Vaughorn, Mr. H. S.
Howard, Mr. T. Waghorn, Mr. G.
Hughes, Mr. W. Kerfoot Walow, Mr. R.
Jackson, Mrs. Walling, Mr. and Mrs.
Jeffrey, Major & Mrs. B. T. and child
Johnson, Mrs. and Mrs. Whitley, Mr. & Mrs. W.
Katsch, Mr. E. A. Whitley, Miss
Kirkwood, Mr. J. A. W.
Klange, Mr. M. N. de Wild, Mr. and Mrs.
Leggatt, Mr. E. A. Bagnall
Levy, Mr. L. A. Wilder, Mr. and Mrs.
Lichfield, Mr. E. H. Logan, Mr. and Mrs.
Logan, Mr. and Mrs. Logan, Mr. and Mrs.
Lubin, Mr. J. van Vorst, Mr. and Mrs.
Macmillan, Mr. A. G. Zuniga, Mr. J. M. de
Maloney, Mr. D. F.

The Share Market.

LATEST QUOTATIONS.

(December 11th.)

Companies. Paid-up Capital. Latest quotation.

Banks.

Hongkong & Shang-
hai Banking Cor-
poration.....\$125 349 1/2 premiumThe Bank of China
& Japan, Limited
(Preference).....£ 5 NominalThe Bank of China
& Japan, Limited
(Ordinary).....£ 4 1/2 buyersThe Bank of China
& Japan, Limited
(Deferred).....£ 1 1/2 buyersNational Bank of
China, Ltd. Founders
Do.....£ 1 \$20
£ 8 \$30

Marine Insurance.

Union Ins. Society of
Canton, Ltd.....\$ 50 \$140China Traders' Ins.
Co., Ltd.....\$ 25 \$58North China Ins. Co.,
Ltd.....£ 25 Tls. 190Yangtze Ins. Assn.
Ltd.....£ 60 \$110Canton Ins. Office,
Ltd.....\$ 50 \$130

Straits Ins. Co., Ltd.....\$ 20 \$21

Fire Insurance.

Hongkong Fire Ins.
Co., Ltd.....\$ 50 \$371China Fire Ins. Co.,
Ltd.....\$ 20 \$88 buyers

Shipping.

Hongkong, Canton, &
Macao Steamboat
Co., Limited.....\$ 15 \$31Indo-China Steam
Navigation Co., Ltd.
China & Manila S.S.
Co., Ltd.....\$ 50 \$90Douglas Steamship
Co., Ltd.....\$ 50 \$48China Mutual S. N.
Co., Ltd. (Pref.).....£ 10 £9 1/2 buyersChina Mutual S. N.
Co., Ltd. (Ord.).....£ 10 £9 buyersChina Mutual S. N.
Co., Ltd. (Ord.).....£ 5 £5

Star Ferry Co., Ltd.....\$ 10 \$21

"Shell" Transport &
Trading Co., Ltd.....£ 100 £240

Refineries.

China Sugar Refining
Co., Ltd.....\$ 100 \$122Luzon Sugar Refining
Co., Ltd.....\$ 100 \$47

Mining.

Punjom Mining Co.,
Ltd.....\$ 6 \$71Punjom Mining Pre-
ference Shares.....\$ 1 \$130Société Française des
Charbonnages du
Tonkin.....Fcs. 250 \$300
25 cts. \$140Jelicho Mining and
Trading Co., Ltd.....\$ 5 \$121Raub Allion Gold
Mining Co., Ltd.....15s. 10d. \$621Olivers Freehold
Mines, Ltd.....\$ 5 \$9Olivers Freehold
Mines, Ltd.....\$ 4 \$61Great Eastern & Cal-
edonia Gold Min-
ing Co., Ltd.....\$ 5 \$80

Do. (Preference).....\$ 1 \$50 sellers

Docks, Wharves and Godowns.

Hongkong & Wham-
poa Dock Co., Ltd.....\$125 525 %Hongkong and Kow-
loon Wharf & God-
own Co., Ltd.....\$ 50 \$85Wanchai Warehouse
& Storage Co., Ltd.
New Amoy Dock Co.,
Ltd.....\$ 371 \$45 buyers

Lands, Hotels and Buildings.

China Provident Loan
& Mortgage Co., Ltd.
Hongkong Land In-
vestment & Agency
Co., Ltd.....\$ 50 \$112Kowloon Land and
Building Co., Ltd.....\$ 30 \$18West Point Building
Co., Ltd.....\$ 50 \$30Hongkong Hotel Co.,
Ltd.....\$ 50 \$119Humphreys' Estate &
Finance Co., Ltd.....\$ 10 \$91

Cotton Mills.

Hongkong Cotton
Spinning, Weaving
& Dyeing Co., Ltd.....\$100 \$58Evo Cotton Spinning
& W. Co., Ltd.....Tls. 100 Tls. 66International Cotton
Mfg. Co., Ltd.....Tls. 100 Tls. 70Lou-king-mow Cot-
ton Spinning &
Weaving Co., Ltd.....Tls. 100 Tls. 73Soy Chee Cotton Spin-
ning Co., Ltd.....Tls. 500 Tls. 350Yahlong Cotton Spin-
ning Co., Ltd.....Tls. 100 Tls. 58

Miscellaneous.

Green Island Cement
Co., Ltd.....\$ 10 \$261China-Borneo Co., Ltd.
A. S. Watson & Co.,
Limited.....\$ 10 \$15 75 ex div.

Watkins, Limited.....\$ 10 \$10

Hongkong Electric
Co., Limited.....\$ 10 \$10Hongkong Electric
Co., Limited.....\$ 2 \$2Hongkong and China
Gas Co., Ltd.....£ 10 \$130Hongkong Rope Ma-
nufacturing Co., Ltd.
Geo. Fenwick & Co.,
Ltd.....\$ 50 \$200

H'kong Ice Co., Ltd.....\$ 25 \$42

H'kong High Level
Tramways Co., Ltd.
Dairy Farm Co., Ltd.
Hongkong and China
Tramways Co., Ltd.....\$ 50 \$25Campbell, Moore and
Co., Ltd.....\$ 10 \$15 buyersBell's Asbestos East-
ern Agency, Ltd.....£ 1 £1 nominalUnited Asbestos
Oriental Agcy., Ltd.....\$ 4 \$2United Asbestos
Oriental Agcy., Ltd.
Carmichael & Co., Ltd.
Tobacco Planting Co.,
Ltd.....\$ 10 \$10Tobacco Planting Co.,
Ltd.....\$ 5 \$5 per shareTobacco Planting Co.,
Ltd.....\$ 4 \$4BENJAMIN, KELLY & FORTE,
Share Brokers.
Telegraph Address "Bialto."
Telephone No. 146.

VISITORS AND RESIDENTS AT THE

PRAX HOTEL.

Hermodeque, Mr. Louis Longueur, Mr. and Mrs.
Brayne, Mr. H. F. R. C. W.
Bure, Mr. P. Mitchell, Mr. R.
Claire, Mrs. A. C. Ogilvy, Mr. W.
Corback, Capt. Van O'Gorman, Lt.-Col. The
Dann, Mr. G. H. O'Gorman, Madams
Denison, Mr. A. L. Peters, Dr. Marx.
Dow, Mr. P. Pollock, Hon. H. E.
Elsdale, Colonel H. Pyne, Capt.
Eschiel, Mr. J. S. Rumsey, Comdr. R. M.
Forbes, Mr. A. Sharp, Mrs. H. E.
Fraser, Lt.-Col. A. R. Sinclair, Mr. A. Findlay
Gallagher, Capt. R. N. Stabsart, Dr. Reich
Gompertz, Mr. H. H. Stokes, Mr. A. G.
Gorges, Colonel E. H. Stokes, Mr. A. P.
Hass, Lieut. Thomson, Mr. O. D.
burg, Mrs. Ulsen, Mr. H.
John, Major G. R. St. Wardwell, Misses (2)
Klober, Capt. Wheeler, Mr. G. H.
Kee, Capt. Wood, Mr. A. G.
Lof, Mr. J. E.

CRAGIEBURN.

Flynn, R. N. Rev. F. Simonds, Capt. C. B.
Johnston Mr. R. F. R. A.
O'Leary, Mr. T. S. Simmonds, Mrs.
Ormsby, Hon. & Mrs. Snow, Lt. C. F., U.S.N.
R. D. Snow, Mrs. C. F. and
Ormsby, Miss daughter
Russell, Mr. and Mrs. Volpicelli, Consul
E. F. Volpicelli, Madame

OPIUM QUOTATIONS.

Hongkong, 11th December.

New Patna.....915 per chest.

New Benares.....905

New Malwa.....870 per picul.

Old Malwa.....910

Persian, paper tied.....825

VESSELS IN PORT.

Steamers.

ARRATOON APCAR, British steamer, 2,879, E.
Fey, 5th Dec., Calcutta and Singapore
28th Nov., General—David, Sassoon Sons
& Co.CHINA, American steamer, 3,187, W. B.
Seabury, 9th Dec., San Francisco 9th
Nov., and Shanghai 6th Dec., Mails and
General—P. M. S. S. Co.CLARA, German steamer, 675, A. Hansen, 30th
Nov., Haiphong 26th Nov., Rice—
Jensen & Co.EMPRESS OF JAPAN, British steamer, 5,904,
G. A. Lee, R.N.R., 2nd Dec., Vancouver
10th Nov., and Shanghai 30th, Mails and
General—C. P. R. Co.HORENZOLLEN, German steamer, 2,039, H.
Kirchner, 5th Nov., Yokohama 27th Oct.,
Kobe 31st, and Nagasaki and Nov., General—
Melchers & Co.HOLSTEIN, German steamer, 985, M. Ipland,
28th Nov., Saigon 22nd Nov., Rice—
Jensen & Co.MACDUFF, British steamer, 1,882, R. Glegg,
9th Dec., Singapore 1st Dec., General—
Doddwell & Co.MEMPHIS, British steamer, 1,980, S. J. George,
6th Dec., Sourabaya and Cherbon 25th
Nov., Sugar, Jardine, Matheson & Co.MICHAEL JENSEN, German steamer, 710,
Burkhard, 5th Dec., Chafoo 28th Nov.,
General—Jensen & Co.NANYANG, German steamer, 983, Th. Lehmann,
3rd Dec., Canton 3rd Dec., General—
Siemssen & Co.PHRA CHULA CHOM KLAO, British steamer,
1,012, E. E. McEllan, 9th Dec., Bangkok
30th Nov., and Aungmye and Dec., Rice—
Jensen & Co.RIOJUN MARU, Japanese steamer, 2,974, J. W.
Ekstrand, 8th Dec., Seattle, U.S. 7th
Nov., Cotton, Flour and General—Order
ROHILLA, British steamer, 3,501, S. de B.
Lockyer, R.N.R., 21st Nov., Yokohama
14th Nov., General—P. O. S. N. Co.TAICHOW, British steamer, 859, P. S. Primrose,
8th Dec., Bangkok 30th Nov., General—
Yuen Fat Hong.TATEGAMI MARU, Japanese steamer, 1,668, M.
Tanneo, 8th Dec., Moji 3rd Dec., Coal—
Jeffrey.TETAROS, German steamer, 1,578, T. Desler,
5th Dec., Ligua 1st Dec., Rice—Siem-
ssen & Co.TRITOS, German steamer, 1,033, P. Lassen,
8th Dec., Saigon 3rd Dec., Rice and
General—Siemssen & Co.TRIUMPH, German steamer, 675, A. Riecke,
6th Dec., Haiphong and Hoehow 5th
Dec., General—Jensen & Co.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Arms-
bury, 17th Oct., New York 31st May, Case
Oil—Standard Oil Co.JOHN McDONALD, American ship, 2,128, Stern,
25th Nov., New York 25th June, Oil—
Standard Oil Co.MARCO CUSHING, American bark, 1,340,
Pendleton, 1st Oct., New York 16th May,
Case Oil—Order.REUCE, American ship, 1,828, D. Whitmore,
3rd Oct., New York 30th May, Case Oil.
—Standard Oil Co.ST. MARK, American ship, 1,881, D. W. Dudley,
7th Nov., Manila 19th Oct., Ballast—
Master.SIMLA, British 4-masted bark, 2,087, Huestis,
22nd Aug., Cebu and Philippine Islands
2nd Aug., Ballast—Order.STATE OF MAINE, American ship, 1,500,
Colcord, 9th Oct., New York 20th May,
Kerosine Oil—Standard Oil Co.WARATAH, British schooner, 25, Haynes, 23rd
Sept., Takow 15th Sept., Ballast—Mr. F.
W. Hall.WM. H. CONNER, American ship, 1,424, J. T.
Erskine, 14th Oct., New York 7th May,
and Rio Janeiro 11th July, Kerosine—
Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Hongkong, December 11th, 1899.

Alacrity, despatch-vessel, 1,725 tons, to 6-p.
4 guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, Hongkong.Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. J. W. Slade, Hongkong.Aurora, British cruiser, 5,000 tons, Capt. E. H.
Bayly, Hongkong.Barfleur, 1st class battleship, 13,000 tons, 18
guns, 13,641 h.p., Captain Hon. S. G. J.
Colville, C.B., Hongkong.Barracuda, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 h.p., Capt. R. H. J. Mont-
gomery, C.B., R.N., Shanghai.Brisk, British cruiser, 1,779 tons, 6 guns, 5,600
h.p., Capt. Wrey, en route Kwang-chow-
wan.Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. C. Wigginton-Ingram, Hongkong.Endymion, British cruiser, 7,350 tons, Capt. G.
C. Callaghan, Hongkong.Essex, coast defence gunboat, 463 tons, 3 guns,
200 h.p., Lieut. Comdr. C. Chadwick,
Ichang.Fame, twin screw, torpedo-boat destroyer, 360
tons, 5,400 h.p., Lieut. Com. W. J. Keyes,
Hongkong.Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 h.p., Hongkong.Handy, twin screw, torpedo-boat destroyer,
450 tons, 6 guns, 4,000 h.p., Hongkong.Hart, twin screw, torpedo-boat destroyer, 450
tons, 6 guns, 4,000 h.p., Hongkong.Hermione, 1st class cruiser, 4,360 tons, 9,000
h.p., 18 guns, Capt. R. S. D. Cumming,
Singapore.Humber, storehouse, 1,640 tons, 800 h.p., Com.
H. J. Davidson, Hongkong.Iphigenia, 1st class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Hongkong.Limes, gun-vessel, 756 tons, 2 heavy guns, 4
pounders, 870 h.p., Commander W. W.
Smythe, Wuchow.Orlando, British cruiser, 5,600 tons, Capt. J. H.
Burke, Hongkong.Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. P. S. St. John,
Manila.Phoenix, British gunboat, 1,015 tons, Comdr.
Cochran, Hongkong.Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. J. F. E. Green,
Wei-hai-wei.Plover, 1st class gunboat, 453 tons, 6 guns,
1,200 h.p., Lieut. Comdr. C. V. de M.
Cowper, en route Manila.Redpoll, British gunboat, 805 tons, Capt. F. F.
Haworth, en route Shanghai.Sandpiper, British river-gunboat, 2 guns, Lt.-
Comdr. Carr, on the West River.Swift, gun-vessel, 756 tons, 2 heavy guns, 4
pounders, 870 h.p., Hongkong.Tamar, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.Tweed, coast defence gunboat, 363 tons, 3
guns, 200 h.p., Lieut. Comdr. H. E. Hil-
man, on the West River.Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Manila.Victorious, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Wei-hai-wei.Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Sam Sah.Whiting, twin screw, torpedo-boat destroyer,
360 tons, 600 h.p., Lieut. Comdr. E.
Kelly, Hongkong.Wiener, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut. Comdr. Watson, on the Yangtze.Woodlark, British gunboat, 2 guns, 550 h.p.,
Lt. Comdr. K. A. Norton, on the Yangtze.Torpedo-boats in Reserve Nos. 8 and 9, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Italian.

Carlo Alberto, Italian cruiser, 7,000 tons,
Capt. R. Call, Shanghai.Elena, Italian cruiser, 3,500 tons, Capt. G.
Giurello, Hongkong.Liguria, Italian cruiser, 4,500 tons, Captain
Casella, Singapore.Piemonte, Italian cruiser, 2,800 tons, 12 guns,
Captain Giuliani, Singapore.Strophil, Italian cruiser, 4,000 tons, 36 guns,
6,252 h.p., Capt. C. Bregante, en route
Singapore.

Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Hongkong.Presidente Sarmiento, Argentine cruiser, 2,850
tons, Capt. Belveder, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA